



# CORVAIR MAIL



September  
2023



# Adopt a Highway

*During our Route 66 road trip in New Mexico, we came across one of the many Adopt-A-Highway signs. In a split second, we saw "Corvairs of New Mexico" on the sign! Hit the brakes, turn on your hazard lights, and back up to the sign via the shoulder. I knew Corvairs of New Mexico was also on Facebook, so I reached out, and through a club member, I was put in touch with the president of the Corvairs of New Mexico club.*

Hi Ralf,

Thanks for contacting us. Dave mentioned that you contacted him through Facebook and mentioned me to answer your questions. I'm happy to answer them.

Adopt a Highway is a program where organizations agree to collect trash and litter along a designated stretch of highway in exchange for a sign advertising their organization. There's no charge for this. We meet every second Saturday at 8:30 a.m. and usually collect trash for an hour. We do this from March to October. The club has been doing this for 25 years, and I've been helping out for five years. I've been a member for that long. As you can see in the photos, we usually stay together and chat while we work. I'm the tall, slim man with the hat and bandana in the first photo. Dave is on the left in the second photo. We're responsible for the section from mile 5 to mile 6 of Route 66 east of Tramway Boulevard. This is a popular section for classic cars, motorcycles, and cyclists. We regularly receive thank-you notes from the cyclists for our efforts.

Tomorrow, our club will be showcasing its Corvairs at the New Mexico State Fair. It's a tradition that's been going on for 30 years. I'll also send you some photos from that event for your newsletter.

Greetings

Gregory Nelson - President-CNM



The Adopt a Highway program is a promotional campaign run by the U.S. government and governments outside North America to encourage volunteers to keep a specific stretch of highway free of litter. As a reward, the volunteer organization's name is displayed on a sign along the highway.

The program originated in Texas when an engineer with the Texas Department of Transportation noticed trash falling from a truck. Cleaning it up was expensive, so a solution was sought by enlisting volunteers to clean up the debris. Volunteers receive safety training and are required to wear reflective vests. The program proved highly successful and has been expanded to 49 states, Puerto Rico, Canada, New Zealand, Australia, and Japan.



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Sunday, November 9



Club magazine sponsors



## Colophon

**Editorial and publication:** Corvair Club Netherlands  
Chamber of Commerce number: 92470939

Corvair Club Nederland is a car club with enthusiasts  
of the classic Chevrolet Corvair

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# From the Steering Committee Foreword – Fall 2025

Dear members,

Summer is already behind us and autumn is slowly but surely making its appearance. While the leaves are changing color, our steering committee is also steadily working on the club's development. The holiday period slowed things down a bit, but starting with this magazine, we're picking up the pace again.

In this issue, you'll find, among other things, the report of our second meeting. We've taken a new approach to this meeting, and an evaluation will follow soon, so we can organize future meetings more smoothly. Administrative steps have also been taken, such as updating our GDPR documentation and reviewing membership details. The many new members who have signed up recently are also included in this report – everyone is very welcome!

There are also changes on the administrative front. Jan and Pieter will be

added to the Chamber of Commerce register, and Jaak has indicated that he will resign from his board position as of next year. His commitment, involvement, and dedication to building the club have been invaluable.

Fortunately, he remains associated with the club magazine with the beloved stories about our new members. The board

will continue to consist of five people. We would like to thank Jaak in advance for everything he has done for the club and

still means.

We'd also like to point out the upcoming Knowledge & Coffee Techniques afternoon on Sunday, November 9th, at the Corvair Club Café in Waspik. Featuring a follow-up talk by Wim Boon about carburetors and a contribution from Wim Smit (topic to be announced), this promises to be another interesting and enjoyable gathering. We're also working on a "Late Model" version of the K&K logo and a second merchandise line, so both early and late enthusiasts can find something suitable.

Finally, the steering committee will soon meet again digitally to further adjust the club's course where necessary.

We hope you enjoy reading this club magazine!

Yours sincerely,

The Steering Committee





# Summer ride

## The Corvair Club Netherlands ride, August 16, 2025



There are weekends you look forward to. For me, those are especially great for rides in one of my classic cars. I certainly had no complaints recently: a weekend with the Ford Taunus 12M P4/P6 club in Güter-sloh, Germany, last weekend with the Tatra Register Nederland in Garderen, in the Veluwe region, and last but not least, the Corvair Club Nederland ride in mid-August. It was the Corvair ride that kicked off this list of late-summer events.

I love driving the Corvair: it's a special car, extremely comfortable, has a well-functioning heater, and is the only one of my classic cars equipped with an automatic transmission.

And that's nice, a Powerglide, although I don't have a problem with double-clutching or bridging either. (For the slightly less experienced among us: that's how you should handle an unsynchronized gearbox...) There was only one minor issue for me: it was a day trip, not a weekend! And a good 130 km there, then a drive of a good hundred kilometers, and then another 130 back to Friesland—that's actually a bit much for me, as much as I love driving! But if Linda invites us, we'll come.

In short, I decided to make a weekend of it and looked for accommodation for the night from Saturday to Sunday.

Since the exact start of the trip wasn't announced until late, I cast my net wide at the infamous booking.dotcom, and a multitude of more or less illustrious hotels passed by. With more or less illustrious price tags, which don't always make you happy. Until I spotted the StayOkay. That's what used to be known as a youth hostel. I used them extensively in my younger years, all over the world, but they've been out of my sight for decades – until now.

This seemed conveniently located in Bunnik, which later turned out to be reasonably close to the start in Lage Vuursche.

Located in historic buildings near Fort Rhijnauwen. And all for €37 a night, including breakfast. I jumped at the chance and haven't regretted it for a moment. You don't have to do the dishes like you used to, and chores are a thing of the past. A great bed, a powerful shower, and a cozy terrace where they served a simple yet nutritious meal. An international crowd: that evening, I'd already had extensive conversations with a girl from Spain and a guy from



Lithuania. And in the morning, a breakfast that left nothing to be desired!

It should come as no surprise, then, that I was in excellent spirits as I headed to the car. Not that I could immediately hop in and drive away, because an American who was cycling through Europe was admiring the Corvair at length. He was familiar with Chevrolets and Corvairs, of course, but he'd never seen a station wagon.

"If someone in the States had told me about it, I wouldn't have believed it!"

After this friendly intermezzo I could go to Lage Vuursche.

I missed the entrance to the parking lot of Restaurant de Bosrand despite desperate attempts to direct myself there, but that was quickly remedied by two helpful hikers, so that I ended up in the right place after all.

Given the glorious weather, it was only natural that the Corvair enthusiasts had gathered on the terrace. Old acquaintances were greeted enthusiastically and newcomers were introduced, with both coffee and pastries being enjoyed.







were dealt with – Order must be taken! – and the stickers were distributed, which has now become a pleasant tradition.

After coffee we go to the parking lot and the Corvairs drive in a beautiful procession through the wooded landscape.

You wouldn't think it, but this is wolf territory these days. Luckily, we didn't encounter any!

Suddenly, we drive past Soestdijk Palace, formerly the residence of Queen Juliana and Prince Bernhard. It's a shame this historic building has fallen prey to commercialism. Fortunately, the life-size statues of the Queen and Prince still stand in the front garden.

Driving leisurely along back roads and avoiding highways, we pass through charming villages. That's the beauty of classic car tours: you don't simply go from A to B, but meander in a large circle through the landscape.

We also encounter the occasional unpaved road. Who knew they still exist in our overcrowded country? Heleen and Erwin Prinsen, who designed this route, have truly created something beautiful.

The tour over the high, narrow and especially winding river dikes is very special. We pass the famous weir, but don't see a chance to quickly take a picture.



The Lower Rhine glistens in the sun, and the merry cattle frolic in the grassy green floodplains. Those cattle grids in the road—KRRRENNGGEDENG!!—ensure the animals stay in their place. Nevertheless, the drivers are expected to pay the necessary attention, as not only are we on the road today, but also an unprecedented horde of cyclists, racing cyclists, and motorcyclists. Drivers of other classic cars greet us kindly, the racing cyclists a little less so.

In the picturesque farming village of Cothen on the Kromme Rijn, with a history dating back to the Middle Ages, we navigate through the narrow streets and over a delicate bridge to the restaurant De Jonge Graaf.

After lunch, the ride continues along the Lekdijk, and once again, some serious steering skill is required! We make a photo stop at Zeist Castle. Photos are taken diligently, including the rain.

will undoubtedly be visible in the club magazine!

So we finally arrive back in Lage Vuursche, where we once again fill the parking lot with our special cars. Did I mention Daffie?

Not a Corvair, but a piece of Dutch automotive history!

A snack, a drink, a story. The state of affairs regarding restorations and plans... I'm impressed with Mika's plans!

Then it's time to head home: we still have a long drive ahead of us. Thanks to the organizers of this successful day!

We would love to come back again.

Just before Lemmer, I'm overtaken by Pieter's yellow convertible. Two Corvairs zooming down the highway simultaneously is a remarkable sight, even in Friesland!

A fitting end to a beautiful day...

**Peter Visser.**



# East versus West

## Two outsiders



A white Chevrolet Corvair arrives

Driving into Boston. It's lovely to see Uncle John and Aunt Nancy with the kids visiting family. It's going to be another fun Sunday afternoon.

With a cozy barbecue at the pool and ice cream afterward. On the other side of the world, a black Tatra pulls into a Prague street.

The residents duck in fear: at which house number would he stop?

Because one thing is certain: the fate of the unfortunate man will be very uncertain once he is gently forced onto the wide back seat by the men of the Státní bezpečnost, the Czechoslovak State Security Service. This would

just might be the last time

that his backside comes into contact with a soft seat... East versus West, a greater contrast seems unthinkable. And yet the cars show

many similarities.



So, East versus West. But also: both spacious, roomy cars. A large six- or eight-cylinder engine. Rear-mounted. Air-cooled. Outsiders with similarities, in other words. The editors have found Wim Boon and Bart Zijdenbos willing to swap cars. Wim in Bart's Tatra; Bart in Wim's Chevrolet. East versus West. Scene of the crime: the Bata factory in Best-Batadorp. Also Czech, just like Tatra. Enjoy!

### Tatra T603: typically atypical

Czechoslovakia was the most technologically advanced Eastern Bloc country. Car manufacturer Tatra embodied that innovation. As early as 1934, it released the streamlined T77, a pioneer in aerodynamics. In 1954, Tatra received permission to build a luxury sedan: the T603. Presented in 1956 at the Brno Motor Show, it featured an air-cooled 2.5-liter V8 in the rear, good for 95 hp and a top speed of 160 km/h thanks to a low drag coefficient of 0.36.

Unlike Wim's Corvair, the T603 was anything but a people's car. No, it was intended for party leaders and government officials. And the State Security Service, of course. Because, as George Orwell wrote: "All animals are equal, but some animals are more equal than others." The first version, the T603-1, had three headlights under glass, one of which turned with the steering wheel. In 1962, the T603-2 followed with 105 hp and dual headlights. The 1968 T603-3 (like Bart's) had disc brakes and subtle

Design changes. This version remained in production until 1975. Only 20,422 T603 models were built—mostly by hand.

### Bart's Tatra T603

Bart has owned dozens of cars, from Mercedes to twelve-cylinder Jaguars.

What led him to the Tatra? "Curiosity," he says. "The Czechs have always been technologically creative.

The Jawa Perak motorcycles were already modern after the war, and so was Tatra."

After more than ten years of searching, Bart found a 1970 Tatra in France. "It had a layer of water in it, and the underside was in bad condition. I left the exterior as is."

The V8 and gearbox had to be removed.

Not for an overhaul, but because the rear suspension was rotten: the spring plates were completely gone. The floor was still good. "That's why the water was still in it," he jokes. The insulation under the carpet was soaked and had to be replaced. The brake system was also overhauled. Surprisingly, parts are still available. "Cars were kept running endlessly in the Eastern Bloc," Bart explains. "I have a stockpile. You order them from Czech websites, often without photos. So you don't always know what you're getting."

As far as Bart knows, his Tatra was never in service with the State Government. But like so many Tatrás, it was once a government vehicle, as a dashboard plaque with "Agricultural Exhibition" confirms. The average Czechoslovakian could imagine it



	Tatra 603-2	Chevrolet Corvair 769 A
Bouwjaar	1970	1961
Motorconfiguratie	Luchtgekoelde V8	Luchtgekoelde 6-cilinder boxer
Cilinderinhoud	2.5 liter	2.4 liter
Vermogen	95 pk (70 kW)	80 pk (60 kW)
Koppel	175 Nm	150 Nm
Versnellingsbak	4-traps handgeschakeld	4-traps handgeschakeld
Vering	Olie-gedempte schroefveren	Onafhankelijke vering
Topsnelheid	160 km/h	160 km/h
0-100 km/h	Ongeveer 14 seconden	Ongeveer 16 seconden
Wielbasis	2.650 mm	2.590 mm
Gewicht	1.380 kg	975 kg
Lengte	4.720 mm	4.380 mm
Breedte	1.750 mm	1.680 mm
Hoogte	1.500 mm	1.360 mm



simply can't afford it. The odometer reads 69,490 kilometers, but Bart suspects it's many more. "It could easily be a million," he says dryly. "As I said: cars were permanently refurbished there."

## Chevrolet Corvair

In the 1950s, America seemed to be all about big-bigger-biggest. This is especially evident in cars. It's as if they were sold by the meter.

Not to mention the tail fins. European manufacturers are seizing their opportunity. There's also a market for more compact, fuel-efficient cars. Volkswagen, in particular, is tapping into that market with the Beetle, which is becoming immensely popular in America as a second car.

Chevrolet sees this and designs the Chevrolet Corvair in response: a compact, innovative car with, like the Beetle, an air-cooled engine in the rear of the car.

But made of aluminum. But also with





Independent suspension all around and a monocoque body, all unprecedented in 1950s America. The "bathtub" line that runs all the way around the car became a model for European manufacturers. Just look at the Fiat 1300/1500 and especially the NSU Prinz. The ANWB (Royal Dutch Touring Club) praised the car highly in its road test. The Corvair became a resounding success: 1.8 million were built in ten years.

### Wim Boon's Chevrolet Corvair

Wim grew up with cars from a young age. The family lived above Garage van Mill in Gorinchem, a General Motors garage. His father was the garage manager, later a salesman. Between 1960 and 1962, the Boon family owned three Corvairs. It's clear: Wim must have been infected with the Corvair bug around that time.

About 15 years ago, the itch started to build so much that Wim actively started looking for a Corvair again. He even considered going to the US for one, because he couldn't find a nice one here in Europe. Until 2012, when he stumbled upon a red Corvair convertible. He still has it. But in 2013, he found this white sedan in Rotterdam. The rarest model. And exactly the same one his father used to have: a white one with blue upholstery. Only the side moldings are different.

At Wim's car they walked on, at his father's car they stopped halfway to the front door.

Wim had to buy it!

Little is known about its history, other than that the Rotterdammer imported it from the US and that the car had previously been driven around Florida (USA) for 10 years and Nebraska (USA) before that.

The car was in impeccable condition. No rust, while the underside

The car was simply untreated steel. The car quickly received a full Dinitrol service. And then it was pure enjoyment for Wim and his wife Cecile. Although, some tinkering is still necessary now and then: our comparison test had to be postponed for two days due to a steering malfunction. And the gearbox will soon need an overhaul. The synchromesh for the second gear has failed.

### Wim behind the wheel of the Tatra

A small instruction for the unusual switching pattern of the control circuit.

That's all it takes to send Wim on his way with Bart's Tatra.

Your editor takes a seat next to Wim. At first, Wim is unsure whether he's selected the right gear. And the eight pistons thump up and down vigorously, demanding no force. But when the clutch finally engages at the very top, Wim and the pistons know everything is fine.

Wim immediately sets the Tatra in motion. He doesn't let the looming speed bump slow him down. No problem, the Tatra picks it up smoothly, its suspension designed for the rough Eastern Bloc roads. The engine is clearly audible, a powerful eight-cylinder rumble. Shifting between the four gears is a bit stiff. You notice the enormously long linkage between the steering column shifter and the gearbox, which is located meters further back in the car. Your editor regularly feels the floor pan shifting beneath his feet as Wim changes gears.

But Wim is very satisfied with the steering and brakes. The performance is also good. However, his Chevrolet feels much

Lighter on his feet. That might be true; there's a difference of more than 300 kilos between the cars.

His Chevrolet does have better sound insulation. And a throttle with a bit more feel. But Wim is clearly impressed.

### Bart behind the wheel of the Corvair

Bart first takes a lap around the Corvair approvingly. "Nice, sleek car," he says. Once behind the wheel, he's also positive about the interior: the typically American dashboard in metallic blue matches the upholstery perfectly, is beautifully finished, and hasn't suffered much over the years. It does take some getting used to the three-speed gearbox, partly because—as mentioned—the synchronization of the second gear isn't working properly. "Apparently, three gears is enough," Bart observes. And indeed: the air-cooled boxer in the rear is smooth enough not to need four gears. And speaking of the engine: Bart likes the sound of that engine; his Tatra sounds a bit rawer. Bart finds the Corvair slower than the Tatra. "But that might just be a matter of experience," he says. And what does Bart think of the Corvair's handling? "Of course, the drive is too short to make a proper assessment, but I don't notice any of the infamous oversteer the car was known for," he says.

Bart thinks the brakes could be a bit more powerful. But then again, he's used to discs in his Tatra, while the Corvair has to make do with drums. The turning circle is also considerably larger than his Tatra's. This becomes clear when we have to turn around at Aquabest: Wim does it in one go behind the wheel of the Tatra, while Bart has to make a few turns in the Corvair. But Bart's final conclusion leaves no doubt: "I just think it's a really nice car to drive."

### Finally

The final question from your editors is, as is tradition: would you like to swap cars? Today's answer is more nuanced than the usual "no." Both Wim and Bart would love to have the other car. And there's a certain mutual admiration in that. Right? East versus West. A draw, then.

*Thanks to Wim Boom for sending this article.  
Article from Otoblik -  
25nr2 - Jan van Tiggelen, Henk  
Tenger and Walfred Smulders.*





# Here David Kupperman introduces himself:

*Several new members have joined, and it's going great, so if I receive stories from these new members, this column will continue to thrive. Unfortunately, I sometimes make mistakes and start a bit late (Ralf must be getting tired of chasing me), and the responses I request aren't always successful either. Then I forget, and when the time comes, I discover that I've received little to no responses. That's why some posts will be short, perhaps without photos. Unfortunately, that's the way it is.*

As a new member of the Corvair Club, I'd like to introduce myself.

My name is David Kupperman, born in Utrecht on April 30, 1964, 61 years young, and living in Driebergen-Rijsenburg. I have a Chevrolet Corvair Monza convertible.

Bought a 1962 Corvair at auction. In my younger years, working in a nursing home, I met a colleague named Mike. He told me how beautiful and well-made the Corvair was; he even owned a coupe. I'm a car enthusiast, and my hobby is tinkering with cars.

For years, I've been monitoring classifieds and auction sites and came across the Corvair Monza convertible. I saw this car on an auction site, bid sight unseen, and won. Now I own this beautiful car, red with a white convertible roof. I don't think the color is original.

Unfortunately, when the car arrived, quite a few things were wrong: a broken V-belt, clogged carburetors, and a broken alternator. I got the engine running, but now it's leaking oil. There's still a lot of work to be done: turn signals, windshield washers, horn, etc.

I hope to be able to make contacts through the club to find out more about this special car and to get it back in good condition.

It's ready to go. All advice and help is welcome. I find the technology in these cars truly unique and beautiful.

I still own a Fiat 124 Spider from 1971, also a very nice car, but different.

Yours sincerely  
David Kupperman.

***So David says, the colleague Mike he mentioned is, of course, our Mike Cramer, co-founder of our wonderful club with Leon Janssen. Mike's mother bought him a new white 4-door Corvair in black, which was later repainted black.***

***David, a warm welcome from all our members, and I hope you get your Corvair ready soon so you can join us at our meetings. And our club is quite active on Facebook for advice.***

***Jaak Eijkelenberg***



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Een Corvair Late Model vlotgetrokken door een trekpaard van de Amerikaanse Wegenwacht, 1970  
Uit de Collectie 'Corvair Live!' van Ralf Verhees, Ruud Keers, Jaak Eijkelenburg en Hans Aarsman







# Unsafe at Any Speed

*In November 1965, a book appeared in American bookstores that sent shock waves through the auto industry: "Unsafe at Any Speed," by a young consumer advocate and lawyer named Ralph Nader.*

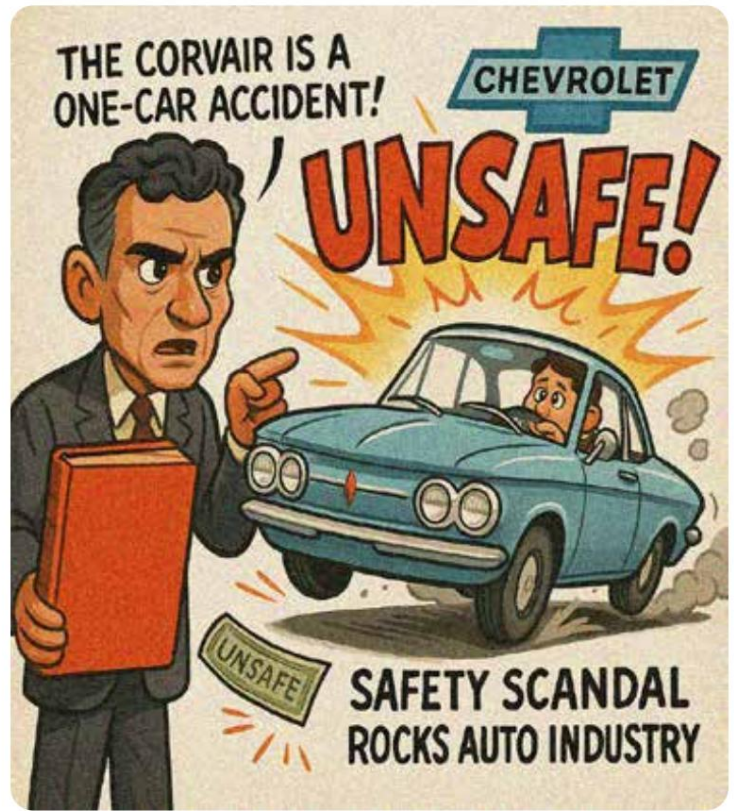
The book's central claim? That car manufacturers prioritized style and profit over the lives of drivers. And the biggest culprit? The Chevrolet Corvair—a rear-engine compact car that had been on the road since 1960. Nader called it a "one-car accident" and argued that the car could spin or roll over even without any external cause.

The first-generation Corvair had a swing-axle rear suspension that could make the car dangerously unstable during sharp turns or with incorrect tire pressure. Nader claimed that GM was aware of this problem but chose to do nothing. He didn't hold back with statements like "a triumph of styling pornography over engineering integrity." The American public was stunned. Suddenly, many accidents seemed logical. Congress took action and ordered Nader to testify. In 1966, under immense public pressure, the federal government enacted the first-ever mandatory vehicle safety regulations: seat belts, energy-absorbing steering columns, and crash safety standards became law.

Nader became a national figure—the American consumer safety watchdog. But the Corvair? Even before the controversy, sales had already plummeted. And once the "unsafe" label was attached, it was game over. GM redesigned the rear suspension in 1965, making the car significantly more stable. But by then, the damage had already been done.

caused. The Corvair became a symbol of corporate negligence. Its production ceased in 1969.

Interestingly, in 1972, the NHTSA conducted its own crash tests and concluded that the 1960-1963 Corvair did not



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was more dangerous than other cars of the time. But Nader rejected those findings, claiming the government was protecting the auto industry.

Whether the Corvair was truly a danger or a scapegoat remains a matter of debate to this day. Many classic car owners claim they are perfectly safe with proper care. But one thing is certain: Ralph Naders

Whistleblowing changed the rules of the game. Safety—not speed or style—was central to car design.

In the 1970s, features like seat belts and a padded dashboard became standard. This transformation can be traced—at least in part—to Nader and the Corvair.

So what do you think? Can one whistleblower really change an entire industry?

In this case he did.

And while Corvair fans still defend their cars, millions of drivers today benefit from the safety standards that emerged from this controversy.

**Ralf Verhees**

**Facebook: Motorland**

**Translated from English**

## Attempted slander

In November 1965, Ralph Nader published a book titled "Unsafe at Any Speed," in which he detailed the safety problems of the Corvair, a popular car from General Motors. Fearing that the book might jeopardize the Corvair's sales, General Motors hired private investigators to uncover evidence about Mr. Nader's personal life that could discredit him.

## Fight back

Mr. Nader filed a lawsuit against General Motors, claiming that the company's actions violated his right to privacy. He alleged that the company's investigators tapped his phone, used electronic devices to listen in on his private conversations, made harassing phone calls, questioned his friends about his personal life, and hired women to seduce him.

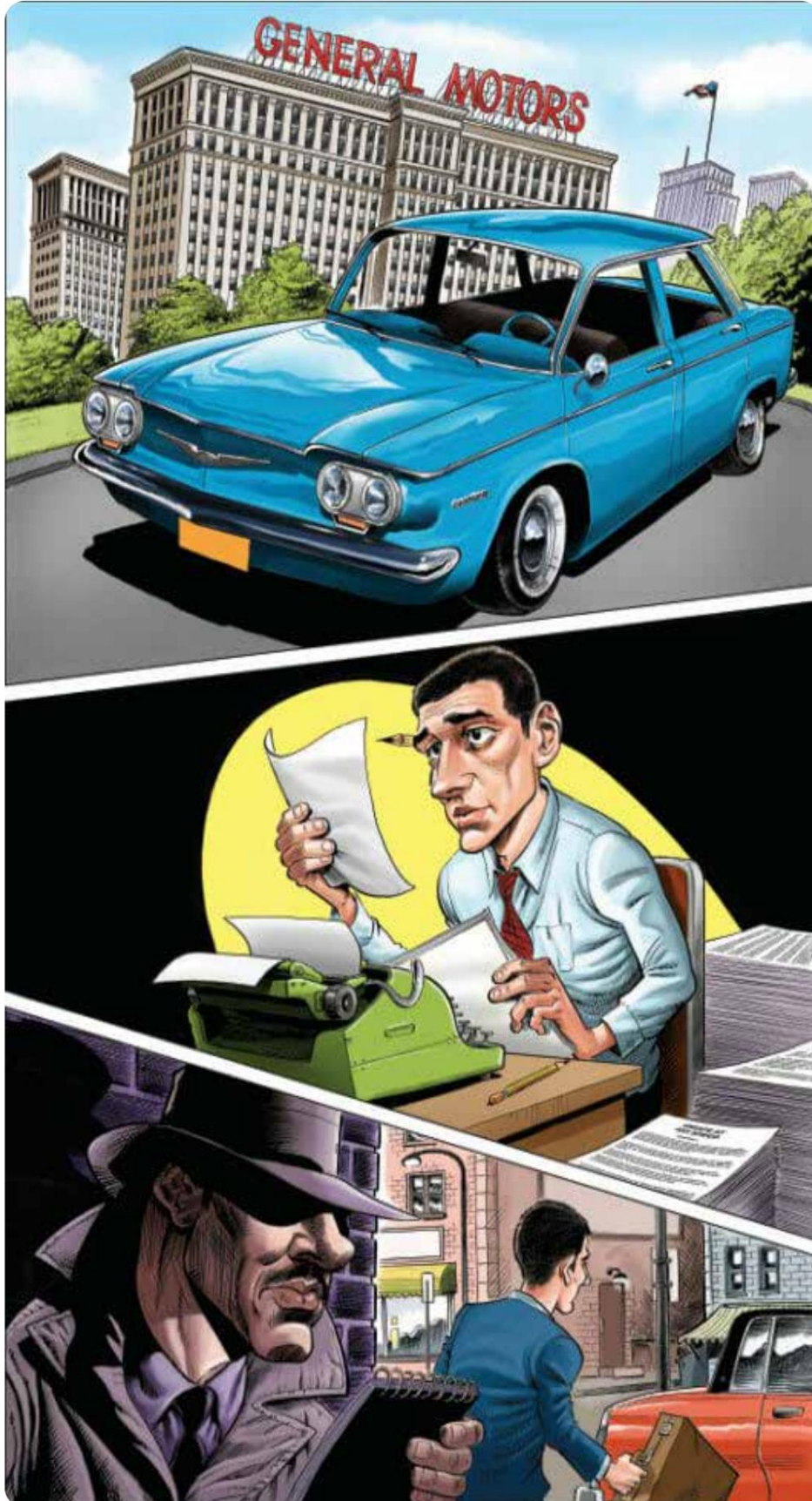
## Violation of privacy

The court ruled that Mr. Nader could sue General Motors for invasion of privacy based on his allegations of wiretapping and electronic eavesdropping. The court held that General Motors' attempt to gather information could constitute a privacy violation if the information sought was confidential and the means used were unreasonably intrusive.

## Turning the tables

General Motors ultimately paid Ralph Nader \$425,000 to settle the case out of court and publicly apologized.

Nader used the money, after deducting his legal fees and other expenses, to fund projects including an investigation into safety, pollution, and other consumer concerns at General Motors.







## From the old box:

### Little Corvairs Then and Now

Some associations and memories surrounding Corvair models. Who hasn't owned one: Corgi's Corvair? I've had one for as long as I can remember.

Once, as a child, I got one new. And every time my dad saw the model, he'd open the trunk and say, "Yeah, that one had a really long V-belt." As a child, I had no idea what a V-belt was, but from birthday party stories, I did remember that you could replace it with a nylon stocking in case of emergency.

And every time after my father's comment I thought: "And you can only replace that with the stocking of a very tall woman..."

I lost that Corgi at some point, and when it seemed to be gone for good, I resigned myself to it. As a teenager (I considered myself far too old to play with toys anymore), I was helping my father redesign our backyard. With a shovel of sand, that little Corgi suddenly emerged from the ground. It was falling apart, and the metal was deeply corroded.

I kept the remains as a relic and later I found another one at a swap meet-

bought some, of course with those typical 'blinds' for the rear window.

Even if a garden has no hands or fingers, apparently you can still take apart a Corgi! As a child, I never managed it: how do you loosen the rivets that hold the bottom to the rest? As a young researcher, I really wanted to know what was inside such a model. Luckily, there was another brand that made it easier: Tekno. I had a Mercedes sports car from that brand, where all the parts were held together by a single screw. And even an 8-year-old can easily take that apart. Small as I was, I was impressed by the build quality. The Mercedes turned out to have a separate coil spring for each wheel. No wonder those Tekno models were so expensive. In my entire childhood, I only had two, both Mercedes, a gift from a wealthy aunt.

These miniatures were simply too expensive for my parents.

As I started to delve deeper into the various models of the Corvair, I came across







found out that two Tek-no sports cars represented the Monza GT concept car.

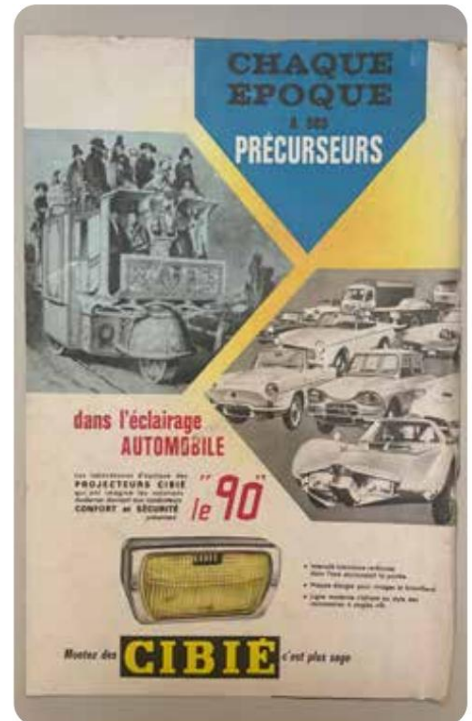
And the GT is indeed pretty accurate. According to the box, there was also a Monza Spyder.

Anyone hoping they meant a Monza SS will be disappointed. It's just a GT, with a section of the roof removed. Tekno was apparently aware of this childish urge to disassemble, as one of the boxes reads:

explains how to open a model and what parts you will encounter.

In retrospect, these models are truly worth their higher price. The opening sections, the details, and the "correctly" steering front wheels command respect.

And I'd like to link one of the impressive metal features to an item from my paper archive. With a button on



The bottom of this model opens to reveal the clamshell headlights. Not easy to achieve in a children's toy. Fantastic! And in the scale-to-scale version of the car, it was certainly an eye-catcher.

It was not without reason that the Monza GT was pictured with wide eyes in a Cibie advertisement. I can watch that with my mouth open.

*Ad Dijkstra*

Wij weten veel van klassieke auto's,  
omdat we er zelf ook in rijden.





# Corvair hobby with work (part 1):

Buying a classic car is always a daunting challenge, as you rarely, if ever, get a warranty on them, even though they're quite expensive and used only as a hobby (read: occasionally). Several members have experienced this with a Corvair, even to the point of selling it. On Facebook, I see posts from clubs in America working together on such a car, often with excellent results. But perhaps it's easier in America with the space, expertise, and many owners we lack in the Netherlands.

We've tried to organize a wrenching day or days in the past, but we didn't get any further than Wim Smit's Greenbrier. The positive result, however, is that Wim now rides it and has probably gained more knowledge about it than many of his fellow wrenchers.

Unfortunately, Mika van Hoorn has also learned that buying a good-looking car doesn't necessarily mean it's a good one. After tackling part of the floor, they discovered more issues, including the engine. He's now stripping the entire car and won't be taking any more Corvairs for a while. It would be great if he could get some advice and, above all, help from his neighbors.

If you own several classic cars, you can certainly assume that this will also involve work and the associated costs. A Corvair is no different than any other classic car. Maintenance is essential to keep them safe on the road. And then you always have



Mika's beautiful Corvair has now been pretty much stripped down.

Yet another unexpected thing to fix. I now have four Corvairs, and almost all of them leak from a little to a lot. The convertible and the van leak a lot, both the engine and the transmission. There are already large sumps underneath to absorb this, and there's a lot of it in there. Linda and I have decided to tackle all of this (or have it done), and we've started with the 1967 convertible. It leaked a lot from day one.

We also noticed on our single trip that it kept stalling when it warmed up, making it very unreliable. The automatic transmission had been overhauled by the previous owner.

But this one was leaking quite badly. After many attempts and discussions with our mechanic Phil, we worked hard to make good arrangements. Finally, the day arrived for the convertible to go to him. We had already done a lot of research beforehand.

Bought parts in America, which already cost around €1500.00. I figured that would get us pretty far. On Monday, I brought the car to Belgium, and on Tuesday, the engine was removed. Phil made a list of what was needed. The Corvair was also inspected for rubber, bearings, brakes, suspension, and anything else that might break. Then it turned out another order needed to be placed for roughly the same amount, but this time with VAT, etc. added. Last time, those parts had been transported with another car, and Phil had packed everything in his trunk. The shock absorbers were probably still the original ones and were in urgent need of replacement, as was the engine mount. Many other rubbers and bushings that I had already purchased were replaced. The engine has since been cleaned, thoroughly inspected, and fitted with many gaskets and rubbers.

The cleaning was a dirty and







time-consuming job.

All of this takes many hours, and yes, those still need to be paid for. The engine was also completely sealed, as Wim Smit once described.

Then we had to wait a bit for the parts, as they arrived quickly in the Netherlands but were held up for a while by customs two villages away. They were certainly in no hurry, and they were delivered six days later.

Phil was finally able to finish the job. On Monday, September 8th, the Corvair went to Phil, and today, September 22nd, he's already taking it for a test drive. An employee of the Habets overhaul company in Nuth tuned the engine, something he'd done many times before. Phil was certain he could do a better job. As agreed, the convertible is back home, and I'm very curious to see how it drives and if it's leak-free. Hopefully, we'll get some sunny days to try this out.

In the next chapter I will come back to the extent to which I am satisfied with all the work and money that has been put into it and whether it has actually remained leak-free.

**Jaak Eijkelenberg**



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# Gene Winfield

*Earlier this year, news broke that Gene Winfield had passed away at the age of 97. While the name might not ring a bell, Gene is one of the great custom car builders of the early aughts. Below is a brief history of this legend, as well as Gene's involvement with Corvairs.*

## 1927–2025: Gene Winfield built (and raced) his car dreams

Many of us, especially as children, could imagine all sorts of outrageous automotive creations—vehicles worthy of our favorite TV series or superhero, souped-up and fully equipped versions of regular cars that, in their stock form, seemed to demand a more exciting life. Few could bring ideas to life as effectively as hot-rodder Gene Winfield, who died on March 4th at the age of 97.

You might not recognize Gene's photos, but even if you don't consider yourself a hot-rod fan, you've probably seen one of his creations—especially if you're a fan of '80s sci-fi. Not only did he build the Galileo II from Star Trek and the Reactor driven by Captain Kirk; he built 25 cars for the first Blade Runner film, including the police car driven by Decker (Harrison Ford), plus the 6000 SUX from Robocop.

Winfield built his first hot rod as a high school student during World War II. He opened his own shop in 1946. Shortly after,

He served in the U.S. Army and learned welding and hammering techniques during his deployment in Tokyo, Japan. As he told Hagerty contributor Lyn Woodward in 2018, "Before I went to Japan, I was just welding and bending, but I didn't know how to handle and work the metal."

The first hot rod to gain national recognition for Winfield was the Jade Idol, a 1956 Mercury whose bodywork modifications were subtle, compared to what you might expect, and overshadowed by the multi-colored paint.

Starting in the 1960s, Gene became famous for his subtle color blending. Today, someone might call the look "ombré," but hot rod enthusiasts recognize the technique as The Winfield Fade. His friend Barry McGuire tells Autoweek that Winfield always painted in paint—"even when it became illegal. How did he stick with painting paint for so long?"

In addition to his TV and movie cars, Winfield became famous for his 1949-1951 dropped-roof (top chop) Mercuries.

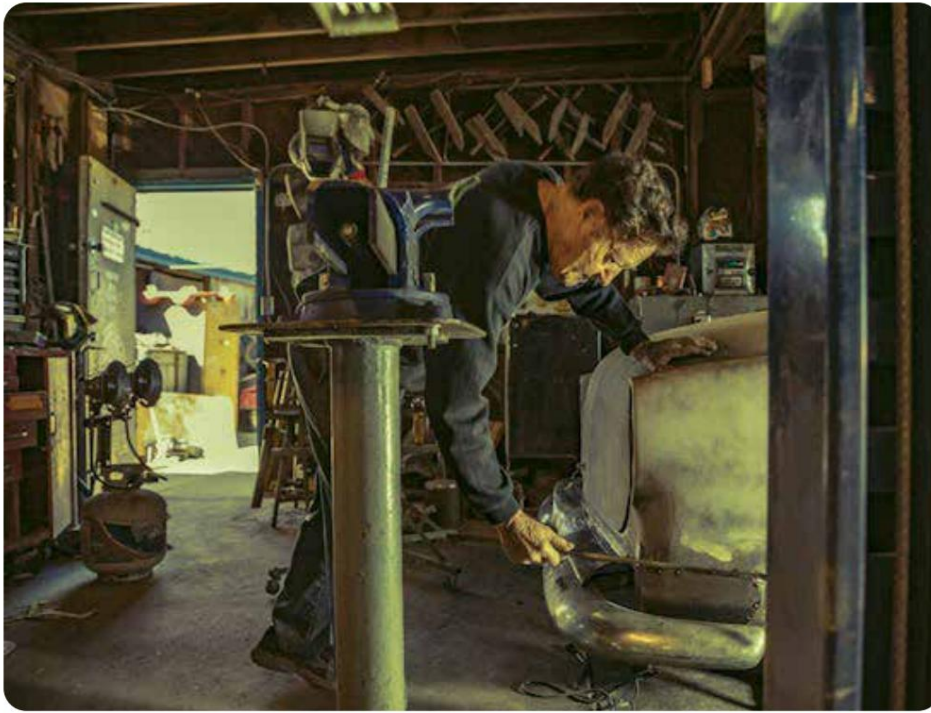


In the mid-1980s, Winfield noticed that customers were returning to him to have their Mercuries rebuilt and modified a second time. Often, the cars needed repairs by then, so Winfield developed a line of steel and fiberglass parts, including complete bodies for the 1949-1951 Mercuries, with pre-fabricated top chops and recessed headlights.

pen.







Gene didn't just build cars; he raced them, too. In the 1950s, before Jade Idol came on the scene in 1960, Winfield built a 1927 Model T and raced it at 135 mph (217 km/h) across the Bonneville Salt Flats. He called it The Thing.

In the portrait photo on the left, Gene is behind the wheel in 2013. He was 86 years old.

Gene was the kind of guy who just couldn't stop making things—in his case, hot rods. When we visited his shop in 2018, 90 miles north of Hollywood, it was a hive of activity. Cars were scattered throughout the lot, both inside and out. Winfield was a master at it:

You'd never guess, watching Winfield maneuver through his workshop, that his own odometer surpassed 90 last year. He strides proudly through his rusty chaos, his matinee-idol wavy hair perfectly groomed. He introduces his numerous metalworking tools, most of which he's made himself, as if they were old friends at a cocktail party. From the Pullmax, an electric reciprocating saw that shapes and cuts metal, to his many beading rollers and hammers, to an old solid-steel Lockheed riveting machine, Winfield still uses them all. "Retirement is when they put you in the ground," he jokes.

Winfield belongs to the same golden age of "kustoms" as the Barris brothers – famous for the Hirohata Merc, built in 1952 – and the Alexander brothers, known for the 1967 Deora, which would become one of the original 16 Hot Wheels, and Ed "Big Daddy"

Roth. Other well-known figures in Winfield's circle include Chip Foose, whose father worked as a foreman and painter in Winfield's workshop.

Gene was inducted into the Grand National Roadster Show Hall of Fame in 1961 and into Legends of the Autorama in 2007. Winfield's creations won America's Most Beautiful Roadster award three times: in 1955, '63, and '64. Ironically, the only award Winfield missed out on was the Autorama's grand prize: The Ridler. He did, however, win the Detroit Autorama Builder of the Year in 2008 and the NHRA Lifetime Achievement Award, The Wally.

*Translated from an article by Hagerty  
Ralf Verhees*

## Winfield and Corvairism

### Reactor

The Reactor (1964) was one of Winfield's earlier projects, with an aluminum body and was even more ambitious. It was a two-seater with

mid-engine, front-wheel drive and a very low profile thanks to the Corvair Chevrolet Turbo-Air 6 engine with six

cylinders. It had a lightweight aluminum body, like the Strip Star, but the technology went far beyond its new body. Winfield took the 180 hp (130 kW) turbocharged engine from a Corvair Corsa and mated it to a Citroën DS drivetrain,[8] and retained the DS's height-adjustable hydropneumatic suspension.



### AMT - Construction Kits

AMT hired him in 1966 to head its new Speed and Custom Division Shop in Phoenix, Arizona. This shop built full-size cars as promotional vehicles. Besides the promotional cars, Winfield also had influence on several model kits, including a Corvair with customization options.



### Piranha

Winfield used the Corvair Chevrolet Turbo-Air 6 engine also in a more conventional rear-engine, rear-wheel drive layout, the Piranha, a car originally intended to demonstrate the practicality of ABS plastics,

to demonstrate dust in automotive materials.

Winfield began producing this car as a kit and also made it a television star. It first appeared in March 1967 in The Man from U.N.C.L.E.





